Bangalore regarding conduct of inquiry by the Commissioner of Railway Safety. The correct position, that the Commissioner of Railway Safety functions under the Ministry of Civil Aviation and Tourism, has been clarified for the benefit of public and published subsequently in the same newspaper.

(c) The Report of the Commissioner of Railway Safety, Southern Circle, who has conducted an inquiry into this accident, is still awaited.

Lack of wagon orders to BEML

550. SHRI G. Y. KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that despite assurances by his Ministry on placing orders with the Rail Coach Division of Bharat Earth Movers Ltd. (BEML), Bangalore, the Railways have failed to do so with the result that the Division has been badly hit in 1994-95 due to lack of orders;

(b) if so, the reasons for not placing a single order for rail coaches, as it has posed a serious threat to the Bangalore unit and is causing serious discontent among the work-force; and

(c) what effective measures Government propose to take to come to the rescue of the BEML and save its employees from the impending retrenchment?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Railways have placed orders for fabrication of DCEMUS coaches. The ordinary passenger coach requirement of Railways depends upon passenger traffic and is need based. Railways place orders on other units to the extent these cannot be manufactured in-house in Railways' own production units.

(c) Railways are likely to place orders for about 200 coaches on BEML during 1995-96. BEML have also been advised to diversify and look for alternative loads from elsewhere including exports.

Introduction of EMU trains

551. SHRI B. K. HARIPRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been complaints regarding deterioration of suburban rail services around Delhi and the increasing hardships faced by commuters from peripheral towns like Ghaziabad, Sahibabad, etc. due to overcrowding and inhuman travel conditions in EMU trains;

(b) whether it was an ill-advised step on the part of the railways to have introduced EMU trains on Aligarh-Delhi route, when the travellers prefer conventional trains with more than 16 coaches to the EMU with only 9 coaches;

(c) whether there have also been complaints of substantial volume of commercial goods being carried in EMU trains from Sadar Bazar|New Delhi stations, in connivance with railway staff|Protection Force, to the discomfiture of travelling public, especially women and children; and

(d) whether there are any proposals of ease the load in Ghaziabad-New Delhi segment by introducing more trains during peak hours?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) Some complaints have been received in this regard.

(b) No, Sir. EMU services were introduced on persistent public demands. Further, the load of 2 EMU trains going upto Aligarh has been augmented from 9 to 12 coaches and that of other EMUs from 9 to 10.

(c) No such complaints have been received.

(d) There is no proposal at present to introduce more trains during peak hours. However, it is proposed to augment the load of EMU trains running on Ghaziabad-Delhi section during 1995-96

Conversion of meter gauge rail lines and construction of new broad gauge rail lines

552. SHRI DIPANKAR MUKHERJEE:

SHRI NILOTPAL BASU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Committee on Expansion of Railway Network (CERN) had recommended in 1987 the construction of 2,902 kilometres of new broad-gauge lines and conversion of 2,306 k.m. meter gauge, to generate additional capacity to match the demand for transportation of 600 million tonnes freight by 2000 A.D.;

(b) if so, how much conversion of meter-gauge to broad-gauge and construction of new broad-gauge lines has been carried out so far by Government;

(c) how much additional revenue earning freight traffic has been generated so far with the above conversion and construction; and

(d) whether the target of 600 million tonnes of freight by 2000 A.D. will be achieved; if not, what would be the anticipated shortfall, even if the targetted gauge conversion is carried out by the railways?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Since 1988, till date, 4331 kms MG|NG lines were converted into broad gauge and 1296 kms of new lines are targetted to be completed during 1994-95.

(c) It is not possible to apportion the additional revenue earning freight traffic to the various projects such as gauge conversion and construction of new lines. However, figures of revenue earning freight traffic and total originating freight traffic from 1988-89 onward are as given below:—

Year	Revenue earning Freight Traffic	Total Originating Freight Traffic
1988-89	302.05	229.5
1989-90	310.0	334.3
1990-91	318.4	341.4
1991-92	338.0	361.0
1992-93	350.05	376.0
1993-94	358.72	377.47
1994-95 (Target)	330.0	401.0
1995-96 (Proposed)	398.0	414.0